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WEATHER — UNSETTLED

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CONTRACT SIGNED FOR NEW BRIDGE

Double-Track, Concrete Structure to Replace Belt Line Steel Trestle.

MAY SELL OLD BRIDGE TO CITY

Work Authorized to Cost \$500,000—Contract Also Signed for Grading at New Station.

The contract for the erection of a new double-track concrete arch bridge of latest design across the James River near the City Pump-house to replace the present Belt Line Railroad Bridge, was awarded yesterday afternoon to W. W. Boxley & Co., of Roanoke, the lowest bidders. The new structure, which will be erected jointly by the Richmond, Fredericksburg and Potomac and the Atlantic Coast Line Railroad Companies to improve their traffic facilities in connection with the new passenger station, will cost approximately \$1,450,000. Work will be started at once, and the bridge will be completed early in 1918.

The new structure will be located a short distance west of the present bridge, and construction work will not interrupt traffic over the Belt Line, which is used at this time for through light trains and local interchange freight between the various roads. The contractors ordered a large force of workmen and a construction plant to Richmond last night, that operations may be started at once.

Railroad officials said that the new bridge would be of the highest standard, and of the latest design known in railroad construction. The structure, which was designed by E. E. Greiner, of Baltimore, one of the best-known bridge experts in this country, will be strong enough, it is said, for all time. Engineers of the two railroads had first contemplated doubling the existing bridge, or building a new steel structure.

FOUND INADVISABLE TO WIDEN OLD STRUCTURE

Several advantages, however, are secured that a steel bridge could not give, and it was found inadvisable to widen the old structure to carry two tracks. With a concrete bridge the railroad is constructed in the same way that it is on the earth, and there is no jar when the trains run on or off the bridge. Considerable maintenance cost through the frequent intervals and rust is also saved, although the initial expenditure is somewhat greater.

The erection of the new structure a short distance upriver from the present bridge will make necessary a slight change in the railroad tracks, which, together with the expenditure to the bridge, will make the total expenditure by the two railroads approximately \$500,000. The old bridge will be used until the new structure has been completed and placed into service, the tracks rearranged.

NEGOTIATIONS, HOWEVER, ARE PENDING FOR THE PURCHASE OF THE OLD BRIDGE BY THE CITY OF RICHMOND, AND THE RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD, THE OWNERS, HAS MADE WHAT IS SAID TO BE AN EXCEEDINGLY LOW OFFER TO THE CITY. NO ACTION IN THIS MATTER HAS BEEN TAKEN, BUT THE CITY IS ANXIOUS TO BUILD OR ACQUIRE A BRIDGE ACROSS THE RIVER IN THIS SECTION, CONNECTING WILLIAM BYRD PARK WITH FOREST HILL PARK.

CITY MAY ACQUIRE OLD BELT LINE BRIDGE

Efforts were made some weeks ago to reach some agreement between the city and the two railroads by which a double-decked bridge could be built on the site. With a concrete structure such as planned by the railroads, however, the cost of such a bridge would have been prohibitive.

The old structure, it was stated, would be entirely adequate for the uses to which it would be placed by the city. A roadbed could easily be built in place of the present tracks, and it is of such strength that street cars could readily be routed across it. Unless it is acquired by the city, it will be torn down by the Richmond, Fredericksburg and Potomac Railroad, but such action will not be taken for eighteen months or two years.

The new concrete bridge will be about 2,200 feet long, and the railroad tracks will be about ninety feet over the water, or about the same height as the present bridge. It is designed to last for all time, and will be built of such strength as to handle the longest possible trains. Railroad officials, however, assert that present-day locomotives are about as large as they believe practicable, and that trains of any greater length than now operated would become unwieldy.

WILL HANDLE PASSENGER TRAINS FROM NEW UNION STATION

When completed the new bridge will be used to handle through passenger and freight trains of the Atlantic Coast Line Railroad north and south. The passenger trains will be operated into the new passenger station on West Broad Street, for which the contract has been awarded. To handle this heavy traffic the Belt Line railroad from Acca to the James River is being practically rebuilt.

This work is being done, without interruption to traffic, in connection with the extension of Monument Avenue and other West End streets, and is said to be progressing satisfactorily. Only one track is being depressed and rebuilt at one time that trains may use the line. On the south side of the river the railroads only recently completed a new line, replacing a part of the old Belt Line, connecting with the Coast Line's main line at Clifton.

Further headway on the passenger station project was also made yesterday, when the contract for the grading of the Hermitage site for both the station building, the train sheds and the railroad tracks was awarded to the same contractors. No announcement

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Appointed Member of State Supreme Court



Judge Martin Parks Burks.

BATTLE OF RAPPAHANNOCK IS VICTORY FOR STATE

Schooner Elizabeth Clarke, Laden With Liquor, Is Captured by Oyster Navy.

SKIPPER BOZEMAN ARRESTED

Has Been Dispensing Liquor at Fancy Prices to Fishermen in Lower Rappahannock and Potomac Rivers for Many Days.

Following a sanguinary naval engagement in the upper Rappahannock River between the oyster police boat Commodore Maury and the schooner Elizabeth Clarke, laden with twenty-three cases of strong rye liquor, State officers yesterday morning placed under arrest skipper Bozeman and Curtis Bradshaw and three other members of his midnight crew. All are being held for trial by the police of Lancaster County.

The tale of the night attack on the Elizabeth Clarke is reminiscent of the days of Captain Kidd and the buccaners of the Spanish Main. The battle was staged in the upper reaches of the Rappahannock, just above the Richmond and Essex shores, and the details of the engagement, fought many miles from the nearest telephone, filtered in slowly yesterday to newspaper offices eager for a connected account of the battle of the Rappahannock.

PUT OUT FROM BALTIMORE WITH 100 CASES OF LIQUOR

Two weeks ago the Elizabeth Clarke, said to be a low and rakish craft, put out from Baltimore with more than 100 cases of whiskey below her hatch. Sailing up the Potomac, the schooner is said to have distributed much cheer among the natives at fancy prices. Presently the craft made her appearance in the Rappahannock, where she anchored in midstream. The country's shore sent her cargo, and small boats without number began putting out from shore, taking on small loads and returning to celebrate.

News of the liquor ship finally reached Prohibition Commissioner Peters, who immediately telegraphed the Westmoreland and Northumberland county authorities, to put an end to the traffic. Freezing weather descended upon the country, and for days access to the Elizabeth Clarke, isolated in midstream, was barred by the unavailing condition of the river. In the meantime, skipper Bozeman defied the authorities of all the surrounding counties and counted his gains.

Open weather followed, and the liquor ship sneaked back into the Potomac, running the gauntlet of revenue cutters and other craft on her trail. On Saturday she was again reported in the Rappahannock, off Carter's Wharf, Richmond County. The news was communicated to W. McDonald Lee, at Irvington. The former Commissioner of Fisheries held a council of war with Captain Degeff of the Commodore Maury, headquarter of the State oyster police fleet, and Special Police Captain Brewington, and the three hatched a dark plot.

Telegraphing Deputy Sheriff Bernard Brent to join the Maury Monday night at Monakson with the proper papers, Captain Degeff put out for the open waters of the Rappahannock. The sheriff appeared on time, and the police boat bore down on the whiskey ship Monday night under cover of darkness. The Commodore Maury's searchlight discovered the rakish craft off Carter's Wharf.

"Surrender!" called the sheriff through a megaphone. "We are officers of the law."

Captain Bozeman replied to the summons by appearing on deck in his shirt-sleeves, armed with a high-powered rifle and hatchet.

"Keep off!" shouted the skipper of the Elizabeth Clarke, menacingly. "I'm the man you're looking for, but you'll get more than you want if you start anything."

BOZEMAN OPENS FIRE

ON POLICE BOAT With that Bozeman raised his rifle, firing into the posse on board the police boat. Half a dozen rifle shots rang out in reply, and the gun was seen to fall from Bozeman's grasp. Horace Jones, a negro sailor, who had come aboard the Elizabeth Clarke, was seen to fall from the ship's side.

INAUGURATION—SPECIAL TRAIN

via R. F. & P. R. R. leaves Edinburg Station, Richmond, 7:30 P. M. March 5th, returning via Washington 7:30 P. M. same day. Fare, \$3.75 round trip—Adv.

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BURKS APPOINTED TO SUPREME BENCH

Named by Governor Stuart to Succeed Judge George M. Harrison, Resigned.

WILL TAKE SEAT TO-MORROW

May Not Interfere With His Work on Code Revision Commission.

Martin Parks Burks, LL. D., dean of the law school of Washington and Lee University, and widely known through the State as a teacher of law and writer on legal subjects, was yesterday appointed by Governor Stuart to all the vacancies on the Supreme Court bench caused by the resignation of Judge George M. Harrison. Judge Harrison's resignation becomes effective to-morrow, which will mark also the beginning of Professor Burks's service.

Announcement of the Governor's choice came at 6 o'clock in the afternoon, when he addressed a note to the Secretary of the Commonwealth directing him to issue a commission to Professor Burks to be judge of the State Supreme Court. Appeals until thirty days after the convening of the next General Assembly. A formal notification will be addressed to him to-day.

In political circles the appointment had been to some extent anticipated. The withdrawal of Richard Evelyn Byrd from the judgeship race and his warm endorsement of Professor Burks had focused attention on the Lexington man. Watchers of the political horizon saw the judgeship race narrow down to Professor Burks and Judge Henry W. Holt, of Staunton, and the appointment of one or the other was generally predicted.

MAY NOT HAVE OPPOSITION IN LEGISLATURE

The fact that the Governor appointed a man whose indorsement was comparatively few over the head of Judge Holt, in whose behalf a veritable avalanche of memorials had been filed, gave political students food for interesting speculation. The Staunton jurist was looked upon as the champion of the organization leaders, although neither Senator Martin nor Senator Swanson, nor any of the Virginia members of Congress personally appealed to the Governor in his behalf.

If Judge Holt was the candidate of the organization, the Governor's appointment brings little satisfaction to the element of the State's Democracy. Professor Burks is looked upon as an independent Democrat in politics, and it is in this circumstance which gave color to the prediction that an opposition candidate—possibly Judge Holt himself—will be found in the field when the Legislature meets next February to fill the Supreme Court vacancy.

According to others, the appointment of Professor Burks solves a political situation which has been long expressed as embarrassing. Serious doubt has been expressed as to the ability of either Mr. Byrd or Judge Holt to command the legislative majority necessary to election. Professor Burks, however, being actively affiliated with no particular faction, is regarded as a neutral, politically, and it is the belief of many that he will have no opposition in the Legislature.

LOCAL ATTORNEYS PRAISE GOVERNOR'S ACTION

Members of the bar in Richmond praised the Governor's choice yesterday. Professor Burks has a strong following among lawyers and college men generally, who welcome the addition to the Supreme Court bench of a man who is primarily a teacher and student, the other four members of the court being better known as practical advocates.

A characteristic comment came from Leslie C. Garnett, Assistant Attorney-General. "The appointment meets with my heartiest approval," said Mr. Garnett, "on being informed of the Governor's action."

Since June, 1914, Professor Burks has been a member of the Commission on Revision of the Code. He was appointed to the commission by Governor Stuart, with two other members, from a list of ten eminent lawyers and judges submitted by the Supreme Court of Appeals. The other members are Samuel A. Anderson, of Richmond, and Judge P. B. Hinton, of Abingdon.

PROBABLY CONTINUE HIS WORK ON CODE

Mr. Anderson said last night it was his belief that Professor Burks will not have to resign from the commission in order to accept his new appointment. The codification, he said, is rapidly being completed, and will be ready for the printers by the beginning of summer. It was his belief, he said, that Professor Burks will prefer to be identified with the work until it is finished, and it is probable that the other judges of the Supreme Court will arrange for a lightening of the new judge's labors for the next few months, in order that his work on the Code Commission may not be interrupted.

Professor Burks was born at Liberty, now Bedford City, Bedford County, on January 23, 1851, the son of Judge Edward Calhoun Burks. His early education was received in the district schools in the vicinity of his home. In 1870 he was graduated from Washington College with the degree of Bachelor of Arts. At that time General Robert E. Lee was president of the institution, which became later Washington and Lee University.

STUDIED LAW UNDER LATE JOHN B. MINOR

For his legal training, young Burks went to the University of Virginia, where he studied under the renowned John B. Minor, receiving the degree of bachelor of laws in 1872. In the following year he engaged in active practice.

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LACONIA SINKING PROVES 'OVERT ACT'

No Further Facts Needed to Constitute Violation of American Rights.

U. S. CITIZENS SACRIFICED

Official Reports Establish That 'Big Liner Was Torpedoed Without Warning.'

WASHINGTON, February 27.—The sinking of the German liner Laconia by a German submarine was stated officially today to constitute a clear-cut violation of American rights.

Conclusive official information at the State Department shows that two American women lost their lives; that if four other Americans among the passengers and the fourteen among the crew were saved, it was only by good fortune, and that the vessel was sunk without warning, in direct defiance of all the principles for which the United States has stood.

Consul Frost's reports from the survivors landed at Quenestown and Bantary show that the vessel was struck by a first torpedo without warning at 10:30 o'clock Sunday night 150 miles off Fastnet, when the steamer was traveling at a speed of eighteen knots on her voyage from New York to Liverpool.

The engines were stopped as the ship listed to starboard, wireless calls were flashed broadcast and six large rockets were sent up. Thirteen boats with passengers and crew got away and continued over two or three miles to prevent collisions in a high sea rolling in twelve-foot seas.

About twenty minutes after the first torpedo, the reports add, and while some of the boats were still near-by, a second torpedo was driven into the vessel, which sank three-quarters of an hour after the original attack. The small boats with survivors, picked about during the long hours of the night until rescue came.

TWO AMERICAN WOMEN DIED OF EXPOSURE

During this time the two American women, Mrs. Mary E. Hoy and Miss Elizabeth Hoy, of Chicago, died of exposure, and were buried at sea. There were several other deaths, not of Americans.

No further facts are needed by this government, it was stated officially, and no inquiry of any sort is necessary to establish the facts of the case. Both White House and State Department officials seem to feel that answer must come from Congress. The President, they point out, asked for authority to take steps to prevent just such an act at the very moment when the first news was coming over the cables.

Naval officers are puzzled by the fact that the Laconia was torpedoed at night. It has been an accepted condition of submarine warfare here before that the U-boats were hampered by darkness, and that ships in open waters were in little danger at night.

It is believed that the German boat happened to be directly in the liner's path, or so close to it that the big vessel was distinguishable even with her lights out.

AMERICAN CONSUL MAKES OFFICIAL REPORT

LONDON, February 27.—Wesley Frost, the American consul at Quenestown, has sent to the American embassy here the following report regarding the sinking of the Laconia:

"The Laconia was torpedoed without warning at 10:30 P. M. in a heavy sea, while the ship was making seventeen knots. The first torpedo struck on the starboard side of the engine-room. The engines stopped and the ship turned, listing to starboard. Most of the boats were launched from the starboard side.

"Twenty minutes later, after most of the boats were clear, a second torpedo was fired, striking the engines on the port side. The ship sank forty-five minutes after the firing of the first torpedo.

"The ship was armed with two 47-inch guns. The ship's wireless was kept in continual action until the last minute. Six rockets also were sent up, and all the lifeboats were equipped with an ample supply of fares. The cargo consisted of cotton and foodstuffs.

"The submarine was not seen from (Continued on Second Page.)

The Fifth of March Nineteen-Seventeen

is a date that will live in history.

The second inauguration of Woodrow Wilson as President of the United States will be an occasion whose solemn importance can only be compared to the second inauguration of Abraham Lincoln.

Hundreds of thousands of Americans from every State in the Union will go to Washington for the ceremony.

Are you going to the inauguration?

For the guidance of visitors to the capital, the United States Geological Survey has issued a free map of the city of Washington. This map is official, and so accurately drawn that the engineers' field notes showed the bases in the basement park. The size of the map is 15x14 inches.

Whether you are going to the inauguration or not you are interested in the capital of the United States—you want a copy of this map. It is free. It will be mailed to you on receipt of a 2-cent stamp for return postage. Address

THE TIMES-DISPATCH

INFORMATION BUREAU,

Richmond, Va.

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CONGRESS MUST TAKE NEXT STEP

Text of Senate Measure Drafted to Carry Out Policy of President

(By Associated Press.)

WASHINGTON, February 27.—The text of the bill drafted by the Senate Foreign Relations Committee to carry out President Wilson's policy of armed neutrality follows:

"Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled,

"That the commanders and crews of all merchant vessels of the United States and hearing the registry of the United States are hereby authorized to arm and defend such vessels against unlawful attacks, and the President of the United States is hereby authorized and empowered to supply such vessels with defensive arms, force and aft, and also with the necessary ammunition and means of making use of them, and that he be, and is hereby, authorized and empowered to employ such other instrumentalities and methods as may, in his judgment and discretion, seem necessary and adequate to protect such vessels and the citizens of the United States in their lawful and peaceful pursuits on the high seas.

"The sum of \$100,000,000 is hereby appropriated to be expended by the President of the United States for the purpose of carrying into effect the foregoing provisions, the said sum to be available until the 1st day of January, 1918.

"For the purpose of meeting the expenditures herein authorized, the Secretary of the Treasury, under the direction of the President, is hereby authorized to borrow, on the credit of the United States and to issue therefor bonds of the United States not exceeding in the aggregate \$100,000,000, said bonds to be in such form and subject to such terms and conditions as the Secretary of the Treasury may prescribe, and to bear interest at a rate not exceeding 3 per centum per annum; provided that such bonds shall be sold at not less than par, shall not carry the circulation privilege, and that all citizens of the United States shall be given an equal opportunity to subscribe therefor, but no commission shall be allowed or paid thereon; that both principal and interest shall be payable in United States gold coin of the present standard of value and be exempt from all taxation and duties of the United States, as well as from taxation in any form of all State, municipal or local authorities; that any bonds issued hereunder may, under such conditions as the Secretary of the Treasury may prescribe, be convertible into bonds bearing a higher rate of interest than 3 per centum per annum. If any bonds shall be issued by the United States at a higher rate than 3 per centum per annum by virtue of any act passed on or before December 31, 1915.

"In order to pay the necessary expenses connected with the said issue of bonds, or any conversions thereof, a sum not exceeding one-fifth of 1 per centum of the amount of bonds herein authorized to be issued, or which may be converted, is hereby appropriated, out of any money in the Treasury not otherwise appropriated, to be expended as the Secretary of the Treasury may direct.

"The President is authorized to transfer so much of the amount herein appropriated as he may deem necessary not exceeding \$25,000,000 to the Bureau of War Risk Insurance, created by act of Congress, approved September 2, 1914, for the purpose of insuring vessels, their freight, passenger money, and cargoes against loss or damage by the present risks of war."

Break in Relations Regretted by Germany, But No 'Going Back'

Chancellor Accuses U. S. of Protecting International Law Only in Interest of England.

BERLIN, February 27 (via Saville).

Chancellor von Bethmann-Hollweg's address to the Reichstag, postponed from last week, was delivered to-day. The Chancellor said:

"While our soldiers on the front stand in the drum fire of the trenches and our submarine warfare here on the high seas, while we are at home have no absolutely no other task but to produce cannon, ammunition and food and to distribute victuals with justice, in the midst of this struggle for life and for the future of our empire, we are asked to defend the principle of international law, which is only one necessity of the day, which dominates all questions of policy, both foreign and domestic—to fight and gain victory."

DEMONSTRATES TO WORLD READINESS TO CONTINUE

The Chancellor pointed out that the German nation in the Reichstag's last vote, granting new war credits, demonstrated to the whole world its readiness to continue the struggle until its enemies were ready for peace.

As to this country itself, the Chancellor recalled discussions in the newspapers, in public meetings and also in Parliament. He declared that it would be premature if he participated in these debates. He continued:

"To make promises of formulated and detailed conditions in my position as a member of the Reichstag, and as a member of the German nation, is to me a task which I cannot undertake. They gave extravagant assurances to each other, but they merely brought it about by this, that they themselves and their nations were always more deeply involved in the war.

"Their example does not tempt me. What I could say about the tendency and aim of our conditions, I have said repeatedly; to terminate the war by a lasting peace which will grant us reparation for all wrongs suffered and guarantee the existence and future of a strong Germany—that is our aim—nothing less and nothing more.

"Their answer was more rude and more presumptuous than any sensible person in our country or in neutral countries could have imagined. The effect produced by this document of barbarian hatred and of insolence is manifest to the whole world. Our alliances and our front stand the firmer, and the German nation is more united and no less resolute than ever.

DO NOT UNDERESTIMATE DIFFICULTIES TO NEUTRALITY

"We by no means underestimate the difficulties caused to neutral shipping, and we, therefore, try to alleviate them as much as possible. But in the endeavor to do so we never can go beyond the limits imposed upon us by the irrevocable decision to reach the aim of the establishment of the barred zone.

"I am sure that later the moment

(Continued on Second Page.)

WILSON AWAITS FURTHER ACTION IN U-BOAT CRISIS

Germany's Campaign of Ruthlessness Reaches Climax.

MEANWHILE, LAWMAKERS DISCUSS PHRASEOLOGY

Make Little Progress Toward Granting Authority Asked by President.

LEADERS PROFESS CONFIDENCE

Believe Measure Satisfactory to Administration Will Be Passed Later in Week.

(By Associated Press.)

WASHINGTON, February 27.—The administration waits upon Congress to give the answer of the United States to the German campaign of ruthlessness, which has reached a climax in the sinking of the liner Laconia and the killing of two American women.

Official accounts of the unwelcome night attack on the Cunarder, regarded as the first clear-cut case of violation of American rights since the severance of relations with Germany, were laid before President Wilson and the Cabinet to-day by Secretary Lansing. It was decided that no step would be taken until Congress had time to grant the request for additional authority to protect the lives and rights of Americans.

In Congress little progress was made toward enacting the legislation for which the President asked in his address yesterday. The Senate Foreign Relations Committee, by a divided vote, reported out a bill similar to the one introduced in the House to authorize the President to arm merchant ships and employ "such other instrumentalities as he may deem necessary."

ACTION IS BLOCKED BY SENATOR LA FOLLETTE

The formality of referring the measure back to the committee was blocked by Senator La Follette, and as the Senate is working under an agreement to consider nothing except by unanimous consent until the revenue bill has been voted on to-morrow night, further action is delayed until Thursday.

In the House side the Foreign Affairs Committee talked through two sessions over phraseology, those opposing action objecting chiefly to the words "other instrumentalities." The committee finally adjourned until to-morrow without taking a vote.

The administration and Democratic leaders are disturbed over the situation in the House, however, as it is well understood that action under a special rule can be enforced whenever it is regarded as necessary.

Moreover, while there is some real opposition in the committee and among the moderate group in the House, both Republican and Democratic leaders intimate that it is deemed wise to delay putting through a bill until it is clear what the Senate will do, so as to prevent confusion.

Even in the Senate the administration spokesmen profess full confidence that a measure satisfactory to President Wilson will be passed later in the week. Although most of the Republicans favor stronger action than was proposed, it is believed they will vote for the committee bill when roll call comes.

Some Senators believe that the source of doubt lies in the attitude of Senator La Follette, whose course yesterday suggested the possibility of a filibuster. Although most of the Republicans favor stronger action than was proposed, it is believed they will vote for the committee bill when roll call comes.

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NO PRESENT INTENTION OF ADDRESSING CONGRESS

After the Cabinet meeting it was stated that the President had no present intention of addressing Congress again; that he felt that the situation rested with Congress. It is rather generally believed, however, that if he continues until adjournment is at hand he will make a further move.

The attack on the House committee centered upon the objection of some members to conferring broad authority on the President and upon the effort of others to have it stipulated that ships carrying munitions or contraband should not be furnished armament.

After the first meeting Chairman Wood conferred with Postmaster-General Burleson and learned that the President would object to any material change in the bill as presented. The State Department also let it be known that an amendment exempting vessels carrying contraband would be very objectionable, both because it would open the way for endless controversy over what was contraband.

WOULD AUTHORIZE PRESIDENT TO ARM MERCHANT VESSEL

The bill agreed upon by the Senate committee would authorize the President to supply merchant vessels with defensive arms, force and aft, ammunition and gunners, and also empower him to employ "such other instrumentalities as he may deem necessary."

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